

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A shift control system for a hybrid vehicle which has, comprising:

_____ -a prime mover; _____ -a transmission; _____ -a clutch mechanism arranged between the prime mover and the transmission, in which its a torque capacity is of the clutch mechanism being lowered at the a shifting time of the transmission, and; _____ an electric motor for assisting that assists a driving torque at the shifting time, further comprising:

an electric power generator for generating that generates an electric power by means of being driven by the prime mover at the shifting time of the transmission; and an electronic circuit for driving that drives the electric motor in order to assist the driving torque at the shifting time, by means of supplying the electric power generated from the electric power generator at the shifting time of the transmission.
2. (Currently Amended) A-The shift control system according to Claim 1, wherein the electric power generator is connected with the prime mover closer than without the clutch mechanism interposed therebetween.
3. (Currently Amended) A-The shift control system according to Claim 1, further comprising:

a controller for controlling that controls the electric power generator in order to absorb the torque generated from the prime mover at the shifting time of the transmission by the electric power generator.

4. (Currently Amended) A-The shift control system according to Claim 3,
wherein the controller is constructed to control the torque of the electric power
generator so that a torque to be inputted to the transmission from the prime mover through the
clutch mechanism becomes zero at the siftingshifting time of the transmission.

5. (Currently Amended) A-The shift control system according to Claim 1,
comprising:

a controller ~~for controlling~~that controls the electric power generator so as to
absorb the torque generated from the prime mover at the sifting-shifting time of the
transmission by the electric power generator, and for controlling the electric motor so as to
have the electric motor output the torque in accordance with the torque absorbed by the
electric power generator.

6. (Currently Amended) A-The shift control system according to Claim 1, further
comprising:

a controller ~~for controlling~~that controls the electric power generator so as to
absorb a part of the torque generated from the prime mover at the siftingshifting time of the
transmission by the electric power generator, and ~~for controlling~~controls an output torque of
the prime mover so that the torque exceeding that to be absorbed by the electric power
generator becomes zero.

7. (Currently Amended) A-The shift control system according to Claim 1, further
comprising:

a controller ~~for controlling~~that controls the electric power generator so as to
absorb a part of the torque generated from the prime mover at the siftingshifting time of the
transmission by the electric power generator, ~~for controlling~~controls the output torque of the
prime mover so that an another part of the torque generated from the prime mover becomes

zero, and ~~for controlling~~controls the output torque of the electric motor in accordance with the torque absorbed by the electric power generator and the output torque of the prime mover.

8. (Currently Amended) ~~A-~~The shift control system according to Claim 1, wherein the transmission comprises, a plurality of gear pairs, and a plurality of synchronizing mechanisms ~~for engaging those~~that gears the plurality of gear pairs with an input shaft and an output shaft selectively.

9. (Currently Amended) ~~A-~~The shift control system according to Claim 1, further comprising:

a decision means for deciding that it is possible to absorb the entire torque outputted from the prime mover by the electric power generator at the ~~sift~~shift time of the transmission, and

a torque maintaining means for maintaining the output torque of the prime mover as the torque before a commencement of a gear shift, when the decision means decides that it is possible to absorb the entire torque outputted from the prime mover by the electric power generator at the ~~sift~~shift time of the transmission.

10. (Currently Amended) ~~A-~~The shift control system according to Claim 1, further comprising:

a decision means for deciding that it is possible to absorb the entire torque outputted from the prime mover by the electric power generator at the ~~sift~~shift time of the transmission, and

a torque controlling means for controlling the output torque of the prime mover so that the torque exceeding that possible to be absorbed by the electric power generator gradually becomes zero, when the decision means decides that it is not possible to absorb the entire torque outputted from the prime mover by the electric power generator at the ~~sift~~shift time of the transmission.

11. (New) A shift control system for a hybrid vehicle, comprising:

a prime mover;

a transmission;

a clutch mechanism arranged between the prime mover and the transmission, a torque capacity of the clutch mechanism being lowered at a shifting time of the transmission;

an electric motor that assists a driving torque at the shifting time;

an electric power generator that generates an electric power by being driven by the prime mover at the shifting time of the transmission; and

an electronic circuit that drives the electric motor to assist the driving torque at the shifting time by supplying the electric power generated from the electric power generator at the shifting time of the transmission,

wherein the electric power generator is connected with the prime mover at a side of the prime mover opposite to a side of the prime mover at which the clutch mechanism is located.

12. (New) A shift control system for a hybrid vehicle, comprising:

a prime mover;

a transmission;

a clutch mechanism arranged between the prime mover and the transmission, a torque capacity of the clutch mechanism being lowered at a shifting time of the transmission; and

an electric motor that assists a driving torque at the shifting time;

an electric power generator that generates an electric power by being driven by the prime mover at the shifting time of the transmission; and

an electronic circuit that drives the electric motor to assist the driving torque at the shifting time by supplying the electric power generated from the electric power generator at the shifting time of the transmission,

wherein the electric power generator is directly connected with the prime mover.